

THE
"OVERLAND-CHINA-MAIL"
PUBLISHED EVERY
MAIL DAY.
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$13.
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS
Overseas for the "China Mail"
and "Overland-Asia Mail"
may be made to our agents at
the following ports:-
Canton, Peking & Co.
Shanghai, Hongkong & Co.
Yokohama, Kure & Co.
Manila, A.S. Watson & Co. Ltd.

No. 16,586.

號八月七年六十壹百九千壹

HONGKONG, SATURDAY, JULY 8, 1916.

庚申年五月廿五日

PRICE 8500 Per Month

THORNES OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:-
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
Tel. 616.

HONGKONG VOLUNTEER CORPS.
Corps Orders by Lieut.-Col. A.
Chapman, V.D.

JOINED.
Sgt. W. Smith having joined on 3rd
inst. is allotted Corps No. 2074 and
posted to Engineer Company.

RESIGNED.
Pte. T. Oron is permitted to resign
with effect from 4.7.16.

LEAVE.
Sgt. W. G. Lawson is granted 3 weeks
leave with effect from 1.7.16. LeCpl.
D. M. MacKay is granted 1 month's leave
from 4.7.16. Spt. F. Garcia is granted
1 month's leave from 6.7.16. Pte. J.
Stalker is granted 2 months leave from
10.7.16. Pte. J. S. Rodriguez is granted
2 months leave from 9.7.16. Pte. K.
Brayshaw is granted 21 months leave
from 5.7.16. Pte. F. M. H. Holman is
granted 21 months leave from 5.7.16.

TRANSFER.
Pte. D. A. MacLennan is transferred
from Stretcher Bearer Section to Centre
Section M. G. Co. with effect from 4.7.16.

DEFECTIVE.
The undermentioned defaulters will
parade in marching order at 3.30 p.m. at
Headquarters. Pte. F. A. Reis and Pte.
P. Tangap.

ENGINEER COMPANY.
The undermentioned members are
raised to the "Proficient" rate of Engi-
neer Pay with effect from the dates
stated. Spt. Blythe, 15.6.16. Whitely,
15.6.16. Owens, 15.6.16 and R. Wallace,
25.6.16.

REVERSION.
LeCpl. P. A. Reis is permitted to re-
vert to the ranks at his own request.

PARADES.
Monday 10th inst. 7.00 a.m. Signalling
Section "C" Class on Cricket
Ground.

Tuesday 11th inst. 3.10 p.m. Centre
Section M.G. Co. M.G. practice Kowloon.
Dock H.K. residents proceed by launch
from Statue Pier at 4.30 p.m.

5.30 p.m. Left Section M.G. Co. Civil
Service Coy. and Right Section M.G. Co.
at Hdqrs. Recruits of all units at Hdqrs.
under Corp. Grimes. Stretcher Bearer
Section at Hdqrs. Mounted Section on
Polo Ground under S. Sgt. Talbot.
Signalling Section "A" and "C" classes
O.C.s. Inspection at Hdqrs. Dress,
Marching order with ammunition.

Wednesday 12th inst. 7 a.m. Signalling
Sec. "C" class on Cricket Ground.
5.30 p.m. Scouts Coy. on Cricket Ground.

Thursday 13th inst. 5.15 p.m. Recruits
of all units (except Right Section M.G.
Co.) at Hdqrs. under Corp. Grimes.
5.30 p.m. Mounted Section on Polo
Ground under S. Sgt. Talbot. Signalling
Section "B" and "C" classes at Hdqrs.
8.10 p.m. Signalling Section "A" class
Gun Club Hill Command signalling
practice (should this be cancelled "A"
class will parade with "B" and "C" classes
as above).

Friday 14th inst. 5.30 p.m. Defaulters
drill at Hdqrs. Recruits Right Section
M.G. Co. at Hdqrs. Artillery Battery
10 p.m. B.L. gun drill at Gun Club Hill.
Sgt. Brindley will attend. H.K. Resi-
dents fall in Star Ferry Wharf H.K.
5 p.m.

Saturday 15th inst. 2.30 p.m. Scouts
Co. Recruits Musketry King's Park
Range. Corp. Grimes will attend.

DETAILS.
On duty Sunday 9th instant Centre
Sec. M.G. Co.
On duty 10th instant Civil Service
Coy.
On duty 11th instant No. 1 Sec. Arty.
Batt.
On duty 12th instant Left Sec. M. G.
Co.
On duty 13th instant Right Sec.
M. G. Co.
On duty 14th instant No. 2 Sec. Arty.
Batt.
On duty 15th instant Scouts Coy.
Orderly Officer 9th to 15th inst. W/Lt.
Hogarty.

THE HANDY BOAT FOR MACAO.

THE ONLY BOAT LEAVING AT 5 P.M.
EVERY DAY.

Back again by noon on the following day.

SUNDAY - Leaves Macao 5 P.M.
Arrives Hongkong about 9 P.M.

FARE - First Class \$2 Single; \$3
Return (Saloon).

First Class 20 cts. Single; \$1.50 Return
(Saloon) for Children.

Second Class 10 cts. Single; \$1 Return.

Electric Fans throughout. First Class
Attendants. Lunch, Saloon and Cabin
at all times.

Passengers are requested to board without
travelling baggage on board. Children
admitted free of charge.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000 Tons, 3,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destination.

STEAM LAUNCH FOR SALE OR HIRE.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.
KOWLOON BAY

JUST RECEIVED
PER S. S. ATREUS.

NEW STOCK OF

DEWAR'S

"IMPERIAL INSTITUTE"

AND

"EXTRA SPECIAL"

SCOTCH WHISKY.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Telephone 616.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND
1/2 to 15"

CABLE LAY
5" to 15"

4 STRAND
3" to 10"

Oil-Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

501

BOURNVILLE COCOA



1 lb Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa.

Hongkong, Dec. 15, 1909.

FRENCH LESSONS

G. MOURAON

12, Morrison Hill Road

ALLENDALE CAFE

10, Yee Wo Street, 1st Floor, 1st Floor

KING EDWARD HOTEL

Desirable Location

A. S. Watson & Co. Ltd. have secured
Electric Lifts, Fans and Lighting
European Bikes and Bathing Machines
Hot and Cold Water System throughout
Best of Food and Service

Telephone 511

10, Yee Wo Street, 1st Floor, 1st Floor

THE TAIKOO DOCKYARD AND ENGINEERING CO., OF HONGKONG LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SAILORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,
Railway Rolling Stock, Bridges and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

Pumps empty Dock in 3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY-ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:-

JOHN I. THORNCROFT & CO. LTD.

PETROL & KEROSENE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN, AGENTS,

Telegraphic Address:- "TAIKOODOCK." Telephone No. 515.

"AMUSEMENT WITHOUT DISCOMFORT"

PALISADE

OUT-OF-DOOR PICTURES

100-YARD NEAR POST OFFICE, KOWLOON.

OPENING NIGHT

WEDNESDAY, JULY 12TH.

PARTICULARS LATER.

BEWARE OF MOSQUITOES!

MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

50 cts. \$1.00 \$2.50 per bottle.

PREPARED ONLY BY

THE VICTORIA DISPENSARY.

TELEPHONE 298.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART

MANAGER

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP

Adjoining the Tsimshing Terrace, 140 feet above Sea Level

FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL

(Telephone in all rooms. First class Bathing, Dressing and Ladies
toilet Room, etc.)

Rooms from \$5 to \$10 per night.

10, Yee Wo Street, 1st Floor, 1st Floor

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A WORLD-WIDE REPUTATION FOR
over THREE-QUARTERS of a CENTURY

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(Reuter's Service to the China Mail.)

Long replied to the opponents of the settlement, urging imperial necessity.

to have sent a force from Baghdad
were compelled to retire.

2. It has been used for forty years
is just what its name implies. Known
by all Chemists and Students, both
in America and Europe.

of the Board of Trade is that sugar will win the most votes to the

(Continued on page 8.)

11-11-2015 10:00 AM

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

From	Steamer	To Sail	Remarks
LONDON via SINGAPORE	WELLOBE	13th July	Direct Service.
PENANG, COLOMBO, Port Said & Marseilles	Capt. A. M. King	13th July	Direct Service.
SHANGHAI, MOJI, KOBÉ	NOVARA	17th July	Direct Service.
and YOKOHAMA	Capt. H. R. Huxford	17th July	Direct Service.
SHANGHAI, MOJI, KOBÉ	SOMALI	17th July	Direct Service.
and YOKOHAMA	Capt. L. D. Pinckney	17th July	Direct Service.
LONDON via SINGAPORE	NANKIN	22nd July	Direct Service.
PENANG, COLOMBO, Port Said & Marseilles	Capt. G. Mastley	22nd July	Direct Service.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND BOOKS, and FREIGHTS, apply to E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

AMERICAN LINE, FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KOBÉ, YOKKAICHI AND YOKOHAMA.

S.S. "HAWAII MARU" Capt. Saito Monday, 10th July, at 3 p.m. *Omitting Shanghai and Moji.

BOMBAY LINE, FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S. "JAVA MARU" Capt. N. Yamaguchi Saturday, 12th July, at 7 a.m.

JAVA LINE, FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA, SAMARANG, BATAVIA & SINGAPORE.

FORMOSAN LINE, FOR TAMSUI, KEELUNG AND ANPING, TAIPEI, VIA SWATOW, AMOY.

S.S. "KAIJO MARU" Capt. Nishikawa Sunday, 9th July, at Noon.

S.S. "SOSHU MARU" Capt. Nishikawa Wednesday, 10th July, at 9 a.m.

*Proceeding to Anping and Takao via Swatow and Amoy.

*Proceeding to Keelung via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

H. YAMAUCHI, Manager.

Tel. Nos. 744 & 745.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	—	23rd July, at 11 a.m.
ST. ALBANS	4th August.	27th August, at 11 a.m.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are fitted throughout with Electricity. All State rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to—

GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFRICAN LINE.

Proposed Sailing from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
—	—	—	—
—	—	—	—

"UMKUZ"

End of July.

For Freight and further particulars apply to—

DODWELL & CO., LTD., Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS AND BAYS AND PANAMA CANALS. (With liberty to call at the Malabar Coast).

FOR BOSTON & NEW YORK.

S.S. HUNTER CASTLE On or about 10th July.

It is intended that both of the above vessels will proceed via Panama Canal.

For Freight & further particulars, apply to—

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL & CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

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S.S. FANHI MARU, For Batavia, Cherbon, Samarang, Sourabaya, Samarang & Yokohama.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR HONGKONG & HAIPHONG

STEAMER	TO SAIL
NEWCHOW	July 9, Daylight
NEWCHOW	July 9, at Noon
MANILA, CEBU & ILOILO	July 11, at 4 p.m.
SHANGHAI	July 11, at 3 p.m.
TIENSIN	July 11, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE, Twin Screw Steamers "Chinba," "Taming" & "Tein." Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tein."

SHANGHAI LINE—PASSENGERS, MAILS, CARGO.

S.S. "Anhui," "Chenai," "Luchow," "Tingchow," "Shantung" and "Sinkiang," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI via SWATOW

STEAMER	TO SAIL
WONGSANG	SUNDAY, July 9, at 10 a.m.
SINGAPORE, PENANG & KUTSANG	TUESDAY, July 11, at 3 p.m.
WONGSANG	THURSDAY, July 13, Daylight
SHANGHAI	FRIDAY, July 14, at 8 a.m.
HOIHOW & HAIPHONG	LOONGSANG, SATURDAY, July 15, at 3 p.m.
MANILA	CHONGSANG, SUNDAY, July 16, Daylight
TIENSIN via WEIHAWEI	HINSANG, THURSDAY, July 20, at Noon

RETURN TOURS TO JAPAN.

These steamers Katsunag, Katsunag, leaving about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Katsunag, leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuddat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers leaving the Colony for Straits settlement are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD

For

STEAMER

DATE OF DEPARTURE

TRANS-PACIFIC SERVICE

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to—

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub. R. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. SANTHIA, 1321 tons, Capt. J. W. Robertson, will be dispatched for SHANGHAI, KOBÉ & MOJI on the 20th July.

WESTWARD

The above steamer has excellent saloon accommodations for passengers and is fitted with all modern conveniences and carries a duly qualified surgeon.

For Freight or Passage, apply to—

DAVID SASSOON & CO., LTD., Agents.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP

CAPTAIN

LEAVING

HAICHING Capt. W. C. Passmore TUESDAY, 11th July at 3 p.m.

HAITAN Capt. J. S. Thomson FRIDAY, 14th July at 2 p.m.

HAIRONG Capt. J. W. Evans TUESDAY, 18th July at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co., General Managers.

SHIPPING

P. & O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "WELLOBE," Captain A. M. King, carrying His Majesty's Mails will be despatched from this port on or about THURSDAY, the 13th July, 1916, taking Passengers and Cargo for the above ports. The "WELLOBE" will proceed through to Port Said, Marseilles and London.

Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a steamer of the P. & O. S. N. Co.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. PARR, Acting Superintendent.

Hongkong, July 1, 1916.

NOTICES TO CONSIGNEES

FRANK WATERHOUSE & CO. (INCORPORATED).

ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM SEATTLE, WASH. U.S.A.

THE U.S. "Yuma" Maru, having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their wharves and are to be left in the Godowns of the Hongkong and Shanghai Godown Co., Ltd., whence and from the wharves, delivery may be obtained.

Goods not cleared by the 10th July, at 4 p.m. will be subject to rank.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 10th July, at 2 p.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, July 3, 1916.

797

AMERICAN-HAWAIIAN S.S. CO.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "GEORGIAN."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their wharves and are to be left in the Godowns of the Hongkong and Shanghai Godown Co., Ltd., whence and from the wharves, delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before the 10th July, at 2 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th July, will be subject to rank.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th July, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 10th July, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, July 3, 1916.

795

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Tons and Speed Leave Hongkong

KWANTO MARU 8,000-12 knots Wed., 12th July at Noon

KIYO MARU 17,500-14 knots Thu., 13th July at Noon

TENYO MARU 22,000-21 knots Tues., 18th July at Noon

NIPPON MARU 11,000-15 knots Tues., 1st Aug. at 10.30 a.m.

SHINYO MARU 22,000-21 knots Tues., 15th Aug. at Noon

PERSIA MARU 8,000-14 knots Thurs., 21st Sept. at 10.50 a.m.

DAIREN MARU 8,000-12 knots

*Proceeding to South American Ports. *Via MANILA, Omitting Shanghai.

*Cargo only.

First Class to London 271-10. Return (6 months) £130.

" " " New York 230- " " " 238-10.

" " " San Francisco 245- " " " 248-.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons and Speed Sailing

KIYO MARU 17,500-14 knots Thursday, 13th July at Noon.

For full particulars as to Passage and Freight apply to—

K. DOI AGENT.

KING'S BUILDING (Opposite Blake Pier).

Telephone 291.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION STEAMER SAILING DATE

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBBAY, CAPE TOWN AND TENNESSEE

MISHIMA MARU Capt. Wada Tons 16,000 WEDNESDAY, 12th July, at Noon

SUWA MARU Capt. Sekine Tons 21,000 THURSDAY, 27th July, at Noon

VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIDZU & YOKOHAMA

SHIDZUOKA MARU Capt. Noma Tons 12,500 WEDNESDAY, 12th July, at 4 p.m.

KAMAKURA MARU Capt. Kusano Tons 12,400 TUESDAY, 9th August, at 4 p.m.

SYDNEY AND MELBOURNE via MANILA, TOWNSVILLE and BRISBANE

NIKKO MARU Capt. Takeda Tons 8,500 FRIDAY, 14th July, at 4 p.m.

SABU MARU Capt. K. Yoshikawa Tons 12,500 TUESDAY, 18th July, at 11 a.m.

CALCUTTA via SINGAPORE, PENANG & RANGOON

COLOMBO MARU Capt. Nomura Tons 5,000 FRIDAY, 22nd July, at Noon

BOMBAY via SINGAPORE, MALACCA and COLOMBO

TOMI MARU Capt. Fujiki Tons 4,000 TUESDAY, 11th July, at Noon

NAGASAKI, KOBÉ & YOKOHAMA

SAKI MARU Capt. K. Yoshikawa Tons 12,500 THURSDAY, 12th July, at 5 p.m.

SHANGHAI, KOBÉ & YOKOHAMA

HITACHI MARU Capt. Tomioka Tons 12,500 FRIDAY, 14th July, at 10 a.m.

SHANGHAI, MOJI & KOBÉ

RANGOON MARU Capt. Hori Tons 11,500 THURSDAY, 20th July, at Noon

SHANGHAI, KOBÉ & YOKOHAMA

TENSHIN MARU Capt. Kawai Tons 8,000 THURSDAY, 27th July, at Noon

K. DOI AGENT.

TOYO KISEN KAISHA.

FROM SOUTH AMERICAN PORTS, SAN FRANCISCO, VIA JAPAN PORTS.

THE Steamship "KIYO MARU."

The above-named steamer having arrived from the above ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, 4th July at Noon, will be landed at Consignees' risk, and expenses, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered on SATURDAY, 24th July, at 5 p.m.

No Fire Insurance will be effected.

No Claims will be recognized after the Goods have left the Godown.

All chafed and damaged Goods will be landed into the Company's Godown, where they will be examined on 24th July, at 10 a.m.

Claims will be recognized if filed after the 24th July, 1916.

K. DOI AGENT.

Hongkong, July 3, 1916.

799

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo	Due at Marseilles 1916	Due at London 1916
NELLORE	Thu. July 13	Through Steamer	August 18	Aug. 27
NANKIN	Fri. July 28	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	* ANTON-LIND	Sept. 11	Sept. 18
NORE	Aug. 25	* MOULTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	* KASHGAR	Oct. 9	Oct. 16
YAMR	Sept. 22	Through Steamer	Oct. 26	Nov. 3
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	* MOREA	Nov. 19	Nov. 26

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NOVARA	MONDAY, 17th July.
SOMALI	MONDAY, 17th July.
NORE	SATURDAY, 29th July.
MALTA	MONDAY, 14th August.
NAMUR	SUNDAY, 27th August.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messagerie Maritime Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave Hongkong About	Leave S'pore About	Due at Marseilles about	Due at London about
SOMALI	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round the World Tickets and Through Tickets to New York in connection with the Imperial Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.
SEPT. 5-NOV. 11-JAN. 18.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

O. H. RITTE, Freight and Passenger Agent,
Princes Buildings, 100 House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong:	Connecting with:	From Colombo:
28th July.	S.S. "GUJARAT"	17th August.

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "BALAMIS"	from Hongkong	18th August.
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For Rates of Freight apply to
THE BANK LINE, LIMITED
MANAGERS AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)
JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

For
STEAMERS
SAIL

LONDON & SWANSEA "CITY OF BOMBAY" On 10th July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' Option.
Subject to change without notice.
For rates of freight and further information apply to
THE BANK LINE, LIMITED
MANAGERS AGENTS.

BATTLE-CRUISERS FOR AMERICA.

(FROM "THE LITERARY DIGEST.")

The value of the battle-cruiser is crisply summed up by one editor in the statement that "no thing that can whip her can catch her, and nothing that she can whip can escape her." Far superior in speed to a super-dreadnought, and not inferior in the range and power of her guns, this type of sea-fighter "seems destined to dominate the ocean for years to come," says the New York "World," and the Syracuse "Post-Standard" thinks it due to something more than chance that "England's greatest naval losses in the present war have been in the dreadnoughts; or battle-ship, class, while the battle-cruiser fleets are intact." Yet the United States Navy possesses not one of these ships. This explains, perhaps, why all other features of the remarkable naval programme laid before the House by its Committee on Naval Affairs are eclipsed in popular interest by the clause providing for the immediate authorization of five monsters of this type that will outsteam and probably outshoot any possible enemy now afloat. The proposed ships, which will cost more than \$20,000,000 each, are to have a speed of thirty-five knots, a displacement of 22,000 tons, and an armament of ten 14-inch or eight 16-inch guns. They will be six knots faster than the fastest of their type in the British and German navies," notes the Brooklyn "Eagle," and the Springfield "Republican" describes them as "nearly 20 per cent. larger and 20 per cent. faster than any first-class fighting-craft known to have been projected up to the opening of the war." In the New York "World" we read:

"The 'Moltke' and the 'Seidlitz,' the strongest and fastest of the German battle-cruisers, and twenty-nine-knot ships—each of 22,000 horse-power and the other of 23,000 horse-power. The 'Tiger,' which is the most powerful of the British battle-cruisers, is a twenty-eight-knot ship of 27,000 horse-power. The American battle-cruisers are to be six knots faster than the fastest German battle-cruiser and seven knots faster than the fastest British battle-cruiser, with heavier guns and a greater volume of gun-fire than either their German or British rivals."

That is what they should be. It is useless in the circumstances to build ships that are only as good as those of other nations when by a slightly increased effort and a slightly increased cost of construction better ships can be built which can easily take care of any possible enemy of their class. While other navies have been building battle-cruisers, the United States has lagged behind. Such ships were unpopular with the navy officers of countries that had built them, and their supreme importance was not appreciated until it was proved by actual experience in war. The United States must now make good the mistakes of the past, and \$100,000,000 in battle-cruisers may turn out to be the best investment that any Congress has made in many years.

England has ten of these ships in commission, Germany nine, and Japan four. Rear-Admiral Robert E. Peary, who for nearly a year past has been publicly advocating the building of battle-cruisers, thinks that we should provide as quickly as possible for sixteen—eight for the Atlantic and eight for the Pacific. In a letter to the New York "Times" he says:

"While two such fleets in commission, and both coasts protected in addition by a sufficient aerial coast-defense system, we might feel that our sea-services were in fairly good shape."

The United States is today the wealthiest nation in the world. We have a more extensive available coast-line than any other country. We use the only two-ocean naval power in the world. We are the only nation in the world that has deliberately made the first article of its international creed (the Monroe Doctrine) a clear-cut claim to a sphere of influence covering an entire hemisphere.

We are the only one of the premier world-powers not now engaged in a

It should be stated that the following is a compilation of opinions expressed just before the Battle of Jutland, when the relative merits of various types of warships were subjected to the test of war.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
CHANGSHA		July 20th

These steamers are fitted with Refrigerating Machinery, securing a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australasia, New Zealand and America ports.

For freight or passage apply to
HUTTENFELD & SWIRE, Agents
Raffles Place, Singapore.

struggle in which force, expressed in terms which the lowest intelligence can understand, is the principal thing that counts. We may be drawn in at any time. We are not ready."

No other nation has such imperative reasons for a swift, powerful, and far-reaching navy as has the United States. And in the Washington "Army and Navy Register," a service paper, we find him further quoted as saying—

"A year ago in the hearings before the House Naval Committee, the majority testimony was in favour of the battle-ship. This year, of ten officers of high rank who testified before the same committee, all advocated battle-cruisers, and seven of them advocated battle-cruisers to the exclusion of battle-ships. The Navy Department and the general board are advocating them. I venture to think after another year of war the majority testimony before the same committee next Winter will be that battle-cruisers, submarines, and aeroplanes will give the ideal defense for the United States."

Still another argument for a vigorous policy of battle-cruiser construction was advanced by the same authority in a recent speech before the Spanish Club in New York.

"Eight years ago when Great Britain put into commission the first of her 'all-big-gun' ships, or super-dreadnoughts, thereby introducing a new and more powerful type, and thus rendering all previously built ships, more or less obsolete, Germany was quick to grasp the fact that this was her opportunity; that here was a new deal giving her the chance to start even with Great Britain; and if finances permitted, run an even race with her in building the new type of ship. The last eight years have shown the accuracy of the German position."

"A similar condition exists now. The introduction of the swift, powerful battle-cruiser type has made existing ships not exactly obsolete, but in a way out of date. Superiority in this type means dominance in the naval field. Comparatively few of the battle-cruisers are in commission."

"With our resources and wealth, by concentrating our energies on this type and building swifter ships, with longer-range guns than those now afloat, we can catch up with and distance other navies in this type, and so gain the lead in the surest and quickest way."

THE NAVAL COMMITTEE'S OPINION.

The House Naval Committee, however, while substituting five battle-cruisers for the two battle-ships and two battle-cruisers recommended by Secretary Daniels, repudiates the suggestion that the battle-cruiser has superseded the dreadnought. In its report to the House we read—

"The compelling reason for the recommendation by the committee of the battle-cruiser is the fact that each of the neutral foreign navies has the battle-cruiser, and it therefore becomes an absolute necessity for the proper naval defense of the country that the United States, too, equip its navy with this type of vessel."

"The employment of battle-cruisers in the present European War has been effective in the raids in the North Sea and in the protection of commerce, and if possessed by the enemy can be defended against only by vessels of the same type."

"It is not denied that the dreadnought is the backbone of the fighting efficiency of any proper naval defense of a country. Battle-cruisers are used to harass the enemy's supplies and to act in concert with the battle-fleet in a general action by placing the enemy at a tactical disadvantage, as their superior speed enables them to obtain a superior position or to prevent the enemy's battle-cruiser division from obtaining a similar tactical advantage."

"A lesson to be learned from this war seems to be that if a possible enemy is operating vessels whose speed enables them to elude a battle-ship with certainty and which are powerful enough not to fear smaller craft, the only method of defense against the battle-cruiser seems to be the battle-cruiser."

The committee's purpose in omitting battle-ships "from its recommendations," the correspondents explain, was to bring about the proper balance between the different types in the Navy. Many papers, nevertheless, while approving the five battle-cruisers, maintain that the programme ought to be strengthened by the addition of one or more battle-ships. "The failure to provide any new battle-ships is serious," declares the Milwaukee "Journal," and we find the New York "Press," "Herald," "Tribune," "Sun," and "Times," Philadelphia "Inquirer," Chicago "Tribune," and "Herald," and Savannah "Press" among those convinced that battle-cruisers are not enough.

Revolving, however, that naval bills are usually strengthened in the Senate, several editors predicted that the two battle-ships recommended by Secretary Daniels will yet be restored without the surrender of any of the proposed battle-cruisers. "In the Senate, where the hazards of international politics are better understood than they are in the House, there is always a disposition to add to the expenditures provided for in the House naval bills," remarks the Galveston "News." "I am sorry that the battle-ships were eliminated, and would be gratified if they were restored before the bill came to the President."

Secretary Daniels in the Washington correspondence. "The programme I presented to Congress," he added, "represented a minimum and not a maximum of such type. The Secretary's hope seems to gain some support from the attitude of Senator Tillman, chairman of the Senate Committee on Naval Affairs, who recently denounced the River and Harbor Bill—or 'pork bill'—as a 'crime,' and pointed out that the millions wasted by it would build two battle-cruisers. In a speech widely commended by the press the South Carolina Senator said—

"The one essential and most important expenditure confronting us, and to which we should bend all the nation's energies, is an adequate navy. By that I mean a navy second to none except England's, both in number of ships and their armament. This will cost hundreds of millions of dollars, but no matter what it costs we ought to have it—we must have it—and we ought to set about obtaining it in a hurry, for it takes time to build battle-ships and battle-cruisers."

The programme reported by Chairman Padgett of the House Naval Committee, which calls for appropriations reaching the unprecedented total of \$241,499,351, would provide for the construction of five battle-cruisers, four scout-cruisers, two destroyers, three deep-submarine, seven coast-submarine, one fuel-ship, one ammunition-ship, and one hospital-ship. These provisions are for one year only—the committee having abandoned the five-year continuing programme recommended by Secretary Daniels. The other chief differences between the building recommendations of the General Board, Secretary Daniels, and the House Committee are shown at a glance in the following table, which we take from the Syracuse "Post-Standard."

	General Board	Secretary Daniels	House Committee
Dreadnoughts	4	2	0
Battle-cruisers	4	5	5
Scout-cruisers	6	4	4
Destroyers	25	15	10
Fleet-submarines	3	5	3
Coast-submarines	30	25	17

Other interesting features of Chairman Padgett's programme, which was reported by a clean-cut partisan vote of the committee, are the provision for an increase of more than 16,000 in the naval personnel, the appropriation of \$2,000,000 for aviation, and of \$1,000,000 for an experimental laboratory for the new Naval Consulting Board, provision for a projectile plant, and a unique appropriation of \$200,000 for the expenses of a "universal peace and disarmament conference," which the President is authorized to call upon the conclusion of the war in Europe. The New York "Times" characterizes this feature as "utterly preposterous," but "The World" speaks of it as "an olive-branch to be proudly borne on the biggest of battle-cruisers."

THE BUSINESS OF THE HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STARR,
Chief Manager.

Hongkong, May 14, 1916.

OFFICIAL NIGHTS IN JULY.

The following Table shows the Standard Time at which Official Night ends and begins during the month of July, 1916:

Date	Ends	Begins
July 8th	5:24 a.m.	7:21 p.m.
9th	5:23	7:21
10th	5:23	7:21
11th	5:23	7:21
12th	5:23	7:21
13th	5:23	7:21
14th	5:23	7:21
15th	5:23	7:21
16th	5:23	7:20
17th	5:23	7:20
18th	5:23	7:20
19th	5:23	7:20
20th	5:23	7:19
21st	5:23	7:19
22nd	5:40	7:18
23rd	5:40	7:18
24th	5:40	7:18
25th	5:41	7:17
26th	5:41	7:17
27th	5:42	7:16
28th	5:42	7:16
29th	5:43	7:15
30th	5:43	7:15
31st	5:44	7:14

LOSING WEIGHT BY THE POUND.

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishment and healthy flesh building materials. Very palatable.

For full particulars apply to
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(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

AUTHORIZED CAPITAL 2,000,000.— (2,000,000)

PAY-UP CAPITAL 1,000,000.— (1,000,000)

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The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

J. VAN REES, Agents.

Hongkong, Feb. 6, 1916.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital 21,500,000

Subscribed 1,125,000

Fixed-up 562,500

Reserve Fund 550,000

BANKERS

BANK OF ENGLAND

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

C. CHAMPKIN, Acting Manager.

Hongkong, March 27, 1916.

HONGKONG SAVINGS BANK.

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INTEREST on deposits is allowed on the minimum monthly balances at 3 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STARR,
Chief Manager.

Hongkong, May 14, 1916.

THE CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

PAY-UP CAPITAL 21,500,000

RESERVE FUND 21,500,000

RESERVE LIABILITY OF PRO-PRIOETORS 21,500,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING, Manager.

Hongkong, June 13, 1916.

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ESTABLISHED 1880.

AUTHORIZED CAPITAL Yen 40,000,000.00

PAY-UP CAPITAL 20,000,000.00

RESERVE FUND 20,000,000.00

HEAD OFFICE—YOKOHAMA.

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Interest allowed on Current Accounts Deposits received for fixed periods at rates to be obtained on application.

RIGHT ONO

Hongkong, March 11, 1916.

PANKS

HONGKONG & SHANGHAI BANKING CORPORATION

PAY-UP CAPITAL 21,500,000

RESERVE FUND 21,500,000

RESERVE LIABILITY OF PRO-PRIOETORS 21,500,000

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S. H. Dodwell, Esq., Deputy Chairman.

G. T. M. Edkins, Esq., Hon. Mr. D. C. S. Gubbay, Esq., J. A. Phumee, Esq., P. H. Holyoak, Hon. Mr. E. S. Jones.

CHIEF MANAGERS.

Hongkong—N. J. STARR, Esq.

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

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On Fixed Deposits—

For 6 months 2 1/2 per cent. per annum

For 12 months 3 per cent. per annum

N. J. STARR, Chief Manager.

Hongkong, Feb. 13, 1916.

VISITORS AT THE HOTEL

De T. C. Andrew, Mr. J. St. C. Hunt

Mrs. M. G. Aspin, Mr. F. R. Russell

and children, Capt. S. Jones

Mr. R. L. Alderson, Mr. R. M. Joseph

Mr. H. Murray Bain, Mr. F. R. King

Mr. J. H. Baring, Dr. A. T. Knoderer

Mr. W. L. L. Barker, Mr. and Mrs. E. C. Kohlenstein

Mr. P. C. Beddington, Dr. A. M. Krasovsky

SHARE REPORT

JULY 8TH 1910

Stock and paid up Value	Quota 11.30 A.M.	Last Dividend and date.	Return based on last year's div.

BANKS.			
Hongkong & S'nal	\$125	\$760	Div. 24.8 and bonus 5/- s/c 1918.....
MARINE INSUR.			of p.c.

Canton.....	\$ 50	\$395 b.	77 final a/c 1914.....	\$19	
			Interim a/c 1913.....		S.p.c.
North China.....	25	T. 182	Int. 124 2 a/c 1915.....		
Tientsin.....	\$100	\$210 b.	78-1 a/c 1915.....		

Taxation	\$ 80	\$250	\$10 a/c 1914. Interest of \$30 a/c 1915	64 p.c.
			Final of \$15 making \$18 for 1914 and int. of \$5 on account 1215 ...	71 p.c.
NET INCREASE				

China Fires	\$ 20	\$153	\$7 and bonus \$2 for 1914.	5 p.c.
Hongkong Fires ..	\$ 50	\$375	\$27 for 1914	5 p.c.

SHIPPING.				
Douglas Steamships	\$50	\$134 b.	\$5 Int for 1915/1916	P.C.
Steamboats	8 13	\$22 aa.	\$2 for 1915	P.C.

INGO-CHIAN -		
(Preferred).....	\$481 b.	6/- for 1915
(Deferred)	\$135 a.	10/- Bonus
		6/- for 1915

"Shell" Transport, £1	98/0 b.	3/- s/d 1915 Coupon 25
"Star Ferry"	\$ 10	\$1.05 dividend 45 cents Bonus for year ending 30-4-16
REFINERIES		5 p m

China Sugars	\$100	\$117 c.	\$12 for 1915
Malabon Sugars	\$100	\$37 s.	\$5 for 1915

MINING.		
Kailans	57	23/- b.
Langkats	10	T. 27 b.
		1/- a/c 1915/16. Coupons Nos. 7
		Tls. 1 for 1915

Trench Mines	\$1	32/6 a.	3/ a/c 1915
Ural Caspians	\$1	32/9 a.	1/ a/c 1916
			1/ Interim 1915

DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves & Godowns	\$32 b.	\$34 for 1915	44 p. 50
H.K. & Wharves			

Shanghai Docks T. 100	T. 78 b.	Tls. 3 for year ending 35415	35415
		Tls. 2 for 1915	

HOTELS, LANDS AND BUILDINGS								
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Hongkong Hotels...	\$ 50	107 b.	\$5 a/c 1915	
Central Estates ...	\$109	\$97 a.	\$7 a/c 1915	8 p.c
Hongkong Lands...	\$100	\$103 b.	\$7 a/c 1915	

Humphreys Estate	\$ 10	\$6.50	30 cents for 1915	6 p.c.
Kovlova Lands	\$ 50	\$38	\$24 for 1915	12 p.c.
West Point	\$ 50	\$38 b.	\$41 a/c 1915	7 1/2 p.c.

COTTON MILLS.

Wool	T. 50	T. 135	Tls. 16 for year ending 31.10.15	11 p.s.
Shanghai Cottons	T. 50	T. 91½	Tls. 6 div. & Tls. 14 bonus for year ending 30.6.5	7½ p.s.
	T. 130	T. 131	Tls. 14 for 1915	13 p.s.

Yangtze River	T. b	T. 5 b.	
MISCELLANEOUS			

China-Bornens.....	\$ 12	\$34 5.	79 cts. for 1915.....	2 p.c.
Light & Powers... ..	5	\$44 b.	6 p.c. for year ending 23-26	2 p.c.
China-Principals	\$ 10	\$24	70 cents for 1915.....	7 p.c.

Dairy Farms	\$ 6	\$344 ea.	\$1.25 for year ending	
			317.15	41 p.c.
Green Island	\$ 10	\$2.35 b.	60 cents for 1915	8 p.c.
Hongkong Electric \$ 10		\$47 b.	62¢ for 1915/1916	5 p.c.

Hongkong Ice.....	\$ 25	\$170	111 s/c 1915.....	5 p.
Hongkong Rape...\$ 19	\$32 b.	\$3 m/c 1915.....	5 p.	
Hongkong Tramways b/	\$6.90 m.	30 cents n/c 1915.....	5 p.	

Morning Posts	\$ 25	\$29	\$1 for 1915	1 p.
Peak Tramways ...	\$ 10	\$9½	7¢ for 1915/1916	1 p.
do. (new)	\$ 1	70 cts.		

Steam Laundry	\$ 5	431	25 cents for 1914/1915	17	100
Trunk Rental 1914/15	\$ 10	414	21 1/2 for 1915	16	100

Watson	\$ 10	80¢	70 cents for 1913	60 yds.
Wilkey-Powell	\$ 7	00¢	50 cents for 1913/14	72 yds.

1 - collect 2 - collect 3 - buyer
 Telegraphic Address: **WALTON** **MONGA TAYO**
 Telephone No. 540 - **ROB** 1 - call 2 - call 3 - call